

LAMMERT BROS.

AUCTIONEERS, ANTIQUARIES
AND SURVEYORS.

Public Auctions

The Underigned have received instructions to sell by Public Auction,

on

THURSDAY, July 14, 1921,

at 9.30 p.m.

at their Sales Rooms, Duddell Street

A Very Fine and Superior

Selection of Genuine Old Curies,

(Just arrived from the North).

Comprising—

Porcelain Vases, Ginger jars, Beakers,

Bowls, Wine cups, Josses, Wall plates,

Inlaid panels, Flower pots, of Kanghi

to Tientsin, Peking, etc.

Enamelled and cloisonne Plates and

Vases, Bronze vases and incense burners,

Crystal, Agate and Jade Figures and

Ornaments.

Also

One Yellow Vase—Kanghi,

Four Jade inlaid Plaques—Kien-

sang.

And

A few pieces of Soochow

Bedwood-ware.

On view from Wednesday the 13th

Catalogues will be issued.

Terms:—Cash.

LAMMERT BROS.,

Auctioneers.

Hongkong, July 7, 1921.

THE WATER SUPPLY.

Level and Storage of water in reservoirs

on the 1st July, 1921.

CITY AND HILL DISTRICT WATER WORKS

LEVEL.

1920. 1921.

Water 2 ft. 10 in. below

Level with overflow.

Water 16 ft. 10 in. below

Level with overflow.

Water 10 ft. 10 in. below

Level with overflow.

Water 10 ft. 10 in. below

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Water 10 ft. 10 in. below

Level with overflow.

INTIMATIONS

YOU CANNOT AFFORD TO
BE WITHOUT THEM.

JUST received a large Consignment

of (1) LACTOGEN the most digestible

food for Infants which keeps good in

quality during Hot weather (2) LAC-

TOSE (Milk Sugar) for sweetening the

foods of Infants and Dyspeptics (3)

MILFORD-McGRATH FLUID INSEC-

TICIDE the Best Fluid for destroying

Flies, Mosquitoes, Bugs, Fleas and all

other Insect Pests in Summer days, and

(4) JOHN CAHILL'S GOLDEN

FLEECE, MAGIC and CINDELLA

SOAP for keeping everything clean in

House.

PRICES are Very Moderate. In-

spection and Enquiries are cordially

invited.

SHIU FUNG TAI & CO.,

Sole Agents for Hongkong and South China

No. 2 & 4, Cross Street, Hongkong.

Telephone No. 123.

理代泰豐

FOR SALE.

CHINA PICTORIAL

AERIAL

POSTAGE STAMPS,

at \$3.75 net per set.

GRACA & CO.,

Dealers in Postage Stamps,

Philatelic Goods, Post Cards,

Toys, &c.

No. 10, Wyndham Street,

P. O. Box 620. Hongkong.

JAPANESE MAKERS.

Every kind of Footwear.

MADE TO ORDER.

CHERRY & CO.,

FEDDER STREET,

Opposite Hongkong Hotel

Telephone No. 491.

Hongkong, March 30, 1914.

TANG YUK, DENTIST.

Successor to

the late SIEN YING,

14, D'Aguiar Street.

TERMS VERY MODERATE.

CONSULTATION FREE.

THE NEW FRENCH REMEDY.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3

No. 1 for Rheumatism, No. 2 for Gout, No. 3 for

Gravel, No. 4 for Catarrh of the Bladder, No. 5 for

Nephritis, No. 6 for Pyelitis, No. 7 for Cystitis, No. 8 for

Prostatitis, No. 9 for Hemorrhoids, No. 10 for Piles, No. 11 for

Fistula, No. 12 for Abscess, No. 13 for Ulcer, No. 14 for

Wound, No. 15 for Burn, No. 16 for Scald, No. 17 for

Frostbite, No. 18 for Eczema, No. 19 for Dermatitis, No. 20 for

Psoriasis, No. 21 for Lichen, No. 22 for Syphilis, No. 23 for

Gonorrhea, No. 24 for Chancres, No. 25 for Erysipelas, No. 26 for

Tetanus, No. 27 for Diphtheria, No. 28 for Scarlet Fever, No. 29 for

Typhoid Fever, No. 30 for Malaria, No. 31 for Cholera, No. 32 for

Dysentery, No. 33 for Amebiasis, No. 34 for Trichinosis, No. 35 for

Ascariasis, No. 36 for Hookworm, No. 37 for Pinworm, No. 38 for

Tapeworm, No. 39 for Roundworm, No. 40 for Flatworm, No. 41 for

Segmented Worm, No. 42 for Trematode, No. 43 for Cestode, No. 44 for

Nematode, No. 45 for Protozoa, No. 46 for Bacteria, No. 47 for

Fungi, No. 48 for Algae, No. 49 for Mosses, No. 50 for Lichens,

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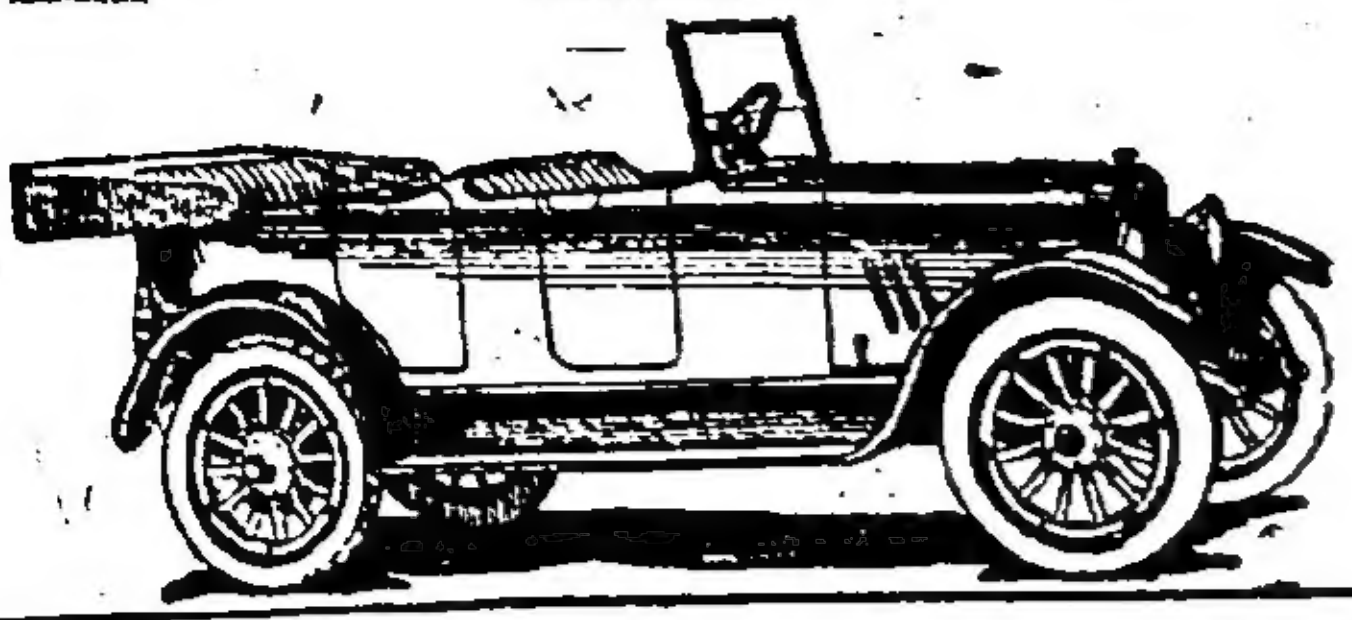
No. 375 for Fungi, No. 376 for Algae, No. 377 for Mosses, No. 378 for Lichens,

No. 379 for Fungi, No. 380 for Algae, No. 381 for Mosses, No

Hongkong Dispensary,
Telephone No. 16.

- Asked what the procedure would be once the petition was duly signed, Mr. Whyte said that a copy of it would be sent to every member of the House of Commons and, although matters had not yet been definitely arranged, it was hoped that they would be able to enlist the aid of some member willing to "father" it in Parliament. There were, he said, several members of the House of Commons interested in Hongkong and it was not anticipated that much difficulty would be experienced in getting the petition brought under the notice of the House.

MERCURY MOTOR CAR CO.
53-61 Des Voeux Road Central,
HONGKONG.



ODDS AND ENDS.

MAINLY SCISSORS LOOT.

America's Philanthropes

The tax returns for 1918 show that sixty-seven persons in the United States admitted annual incomes exceeding \$250,000, of which forty live in the State of New York. Pennsylvania comes next with nine, while Illinois and Maryland are the lowest with two each. The title of millionaire in the United States is rather carelessly bestowed, even as "colonel" in the Southern States, but the figures show that there are roughly, about a hundred Americans with a million dollars a year income, or thereabouts.

A Stolen Souvenir.

All interested in Dartmoor will learn with regret that the visitors' book kept at Cranmore Pool, the Mecca of all pedestrians who love the Devon moorland, has disappeared. During his recent visit to his duchy the Prince of Wales walked to Cranmore and signed the book, and there was appended to the signature a request by Admiral Sir Lionel Halsey that the page containing the signature should not be removed. The book was also signed by members of the Prince's suite. The Prince of Wales has forwarded to Dame Wintz a donation of 1000s, half of which is to be utilised to endow the Prince of Wales cabin in the Agnes Weston Memorial Block at the Royal Salterns' Rest at Devonport, and the other half to endow a similar cabin.

Steering By Wireless.

The forthcoming mimic conflict between an invading fleet of battle-ships and defending aircraft, by the result of which the United States will be guided as to her future naval programme, will include a spectacular and interesting experiment with radio-control. The old battleship "Iowa," which is to be one of the targets for the bombing aeroplanes, is to be equipped with mechanism which will permit her movements to be controlled by a distant vessel. Without having a man aboard, it is believed the battleship can be manoeuvred by wireless as an enemy ship, and it will be the task of the defending aircraft to search her out and attack her. Except for the fact that the "Iowa" will run at conditions what reduced speed, war conditions will be fairly accurately simulated in the test, it is claimed, and many valuable lessons learned.

M.P.'s and Derby Day.

In the House of Commons Mr. Bottomley (Ind., Hackney, S.) asked the Prime Minister whether he was aware that Wednesday next was a great historical anniversary, and would be considered the propriety of adjourning the House over that date in order to afford members the opportunity of suitably observing the occasion.

Mr. Lloyd George: I presume the hon. gentleman refers to the glorious first of June. (Loud laughter.) It has never been the practice of this House to adjourn in memory of or in anticipation of victory. (Great laughter.)

Mr. Bottomley: Without speculating as to any victories on June 1, may I say that, in addition to the glorious first and the Battle of Jutland, I had in mind that the 1st of June is also the anniversary of the birth of Robert Cecil, the first Lord of Salisbury, and with that additional fact, will he reconsider his decision? (Loud laughter.)

Mr. W. Thorne (Lab., Plaistow): Will the Prime Minister give us a tip for Wednesday? (Laughter.)

Caruso's Holiday.

Caruso, looking pale and thin—he has lost all his fine lines—sailed for Italy aboard the "President Wilson," where, for his wife and child Gloria and his staff, he has retained a \$5,000 suite. There was quite a demonstration by friends when he sailed, and his state rooms were filled with flowers. Asked about his voice, Caruso sounded a high top note, which gave great satisfaction to the critics and increased the hopes that he will sing again in New York next season. Before sailing, in "little speeches in English and Italian Caruso desired to thank everyone for the abundant sympathy expressed to one so humble." Daring his serious illness he left a message for the children of New York, encouraging them in their effort to raise money to rebuild schools in the devastated parts of Europe. "I shall pass the summer quietly in Sorrento," he said. "It is not dry there, and I know there is a stock of wine waiting which I shall need."

GENERAL ITEMS.

Every university institution in the country is overflowing with students, it is stated in an official return.

One effect of the coal stoppage was a difficulty in obtaining some of the popular brands of cigarettes.

The cost of the French visa on passports has not been reduced. It is still £1 for the return journey to France.

Towns and streets in German East Africa with German names are being rechristened. Generally native names are being substituted.

Founded in 1871 and now having 9,400 members, the Institution of Electrical Engineers is proposing to seek a charter of incorporation.

Archdeacon Wakeford, who addressed a Bradford debating society on June 5, said he wished to be announced "simply as John Wakeford. I hope this will be as your committee would wish."

Mrs. J. Spencer, who died at Trenton, Ontario, Canada, a fortnight after celebrating her hundredth birthday, is survived by 81 grandchildren, 19 great-grandchildren, and 14 great-great-grandchildren.

Mr. "Pussfoot" Johnson, at Sheffield referred to the London students "rag" which cost him his eye, and said he would not give up the friendships that had grown round the affair for a whole basketful of eyes.

Such a glut of salmon as is being caught in the lower reaches of the River Severn has not been experienced for 40 years. Some three tons of fish per day are being netted, bringing the wholesale price to 2s. per pound.

"He has a habit of entering public houses, drinking other men's beer, and getting kicked out," was the police description of a labourer sent to prison at Middlesbrough for begging. He had been receiving unemployment pay. "You are a public disgrace," commented the stipendiary.

M. Berard, the French Minister of Public Instruction has issued a decree, signed by all the Ministers instructing school and college authorities in France to insist that all scholars wash their hands before every meal and have a bath at least twice a week. The decree also insists upon the closest attention being paid to all the ordinary rules of hygiene.

Gorgeous dresses were seen at the rainbow ball at the Champe-Elysees Theatre in aid of the City of Rheims. A huge "rainbow" of electric lamps stretched across the principal-alcove of the theatre, casting an iridescent glow on the beautiful frocks worn by the dancers, who swept through to the music of a dozen orchestras hidden behind arbours of palms and flowers.

The *Main* states that Doorn Wood, part of the ex-Kaiser's domain of Doorn, has been sold by auction by his order. The property was put up in 14 lots, all of which were acquired by the Commune of Doorn for a total sum of 74,825 florins (£5235). As the ex-Kaiser paid 300,000 florins (£225,000) for the domain, and as the wood is only a tenth part of it, he has apparently done a good stroke of business.

Workmen carrying out alterations to a house at St. Osyth, near Clacton-on-Sea, found the skeleton of a man of immense height buried 6ft. deep in the garden. It is thought by some of the local people that the remains are those of a Danish invader, the Danes having been defeated by the Britons at this spot, but the presence on the skeleton of several iron bands points to a more recent age. Probably the skeleton was that of a 17th century criminal who had been hanged in chains at the cross roads.

A man who was being taken to the police station at Lincoln by Detective Copes bolted. He dodged up a by-street, with the detective in hot pursuit, and crossed the river. Reaching the outskirts of the city, he found himself being overhauled and dived into the River Witham and began to swim across. The detective crossed the bridge to meet the man, who dived back into the water, and, immersed up to the neck, refused to move. After being there a considerable time the sight of a boat bearing down upon him caused the man to surrender.

CORRESPONDENCE.

THAT SERVANT REGISTRATION SCHEME.

[To the Editor of the "China Mail."]

Dear Sir:—It is with pleasure that the writer confirms our conversation and gives herewith a summary of his House Servants' Employment Exchange.

1.—To secure for house holders in this Colony with the minimum of expense and trouble the most capable and honest servants that are obtainable.

2.—Every applicant will have his photograph taken and this picture will be attached to his credential card to be issued by us.

3.—A tried and trusted employee of this company will take this card and go to every one of the people who has given the applicant a written reference. Our employees will ask these people to verify the credentials with the photo to see that the proper party has presented them. All this will be entered on the card.

4.—Only when we are thoroughly satisfied as to the applicant's honesty will we allow him to call upon those who wish to make use of his or her services.

5.—Any applicant who when presenting references says that his master has gone home, will be refused. This will be a strictly open and shut proposition—either the applicant has references which we can check or else we do not bother with him. This of course may affect many an honest boy but it cannot be helped and we must take such a step as this to prevent dishonest ones from slipping through our fingers.

6.—We intend to ask the Chinese Press and Clubs to co-operate with us.

7.—We will charge the Householder Five Dollars for six months service in our company. No matter how many boys etc. she applies for the fee of Five Dollars will cover anything in the employment line she calls upon us to do for six months.

8.—We will charge the boys 25% of their first month's salary of any position we get them.

9.—We intend to ask for a law that will make it a misdemeanor to give false information when applying for a position.

10.—We have been going over the field for the past few weeks and have all our plans ready. This will be no experiment for we have passed that stage.

11.—In conclusion we wish to say that if the householders co-operate by refusing to take boys who are not registered at our office we soon can succeed in keeping the dishonest boys from securing positions. So that if this company is successful it will fill a distinct and long felt want in the Colony and it will be successful if popular opinion is a sign.

Yours truly,
Exporters Co-operative Co.,
ERVIN J. WEISS,
Manager.

July, 12th 1921.

PASSENGERS.

ARRIVALS.

Per C. M. S. "Nile" from Singapore, for Hongkong:—Mr. B. Boland, Mr. A. Carlson, Mr. C. D. Collins, Mr. and Mrs. A. C. Chandler, Mr. F. H. Farmer, Mr. E. W. Gannett, Mr. G. A. Kourt, Mr. J. H. Sherrington, Mr. B. Gopponal, Mr. J. M. Fuentes, Mr. J. H. McGowan, Mr. Albertus Gerardus, Rev. B. F. A. Robert, Rev. L. Vandelmans, Mr. B. L. Greenwood and Mr. F. L. Henson.

DEPARTURES.

Per a.s. "Kashima Maru" yesterday:—Mr. and Mrs. C. F. Leikin, Mr. E. J. Grist, Mr. P. Grist, Miss Warner-Galsky, Mr. E. Martin, Mrs. W. A. McVean, Mrs. Jessie B. Donohue, Mrs. F. U. Baldwin, Mrs. Shirlington, Mr. B. Gopponal, Mr. J. M. Fuentes, Mr. J. H. McGowan, Mr. Albertus Gerardus, Rev. B. F. A. Robert, Rev. L. Vandelmans, Mr. B. L. Greenwood and Mr. F. L. Henson.

Per a.s. "Empress of Japan" yesterday:—Mr. J. W. Andrews, Mr. H. M. Puckwell, Rev. and Mrs. H. O. T. Bunkell and family (7), Mr. E. M. Boland, Capt. and Mrs. G. V. Constant, Mr. Eugene B. Coll, Miss M. E. Foster, Mr. W. B. Courley, Mrs. D. B. Hawley, Mrs. C. F. Huttenbeck, Mrs. E. J. Murphy and family, Rev. C. A. Nelson, Mr. F. W. Pearce, Miss E. N. Rudy, Dr. and Mrs. J. Samuels, Rev. D. A. Smith, Mr. Stork, Mr. T. W. Sherrington, Mr. A. F. Worthington, Mr. H. A. Wiley, Miss E. Warner, and Mr. W. W. Willoughby.

The N. Y. K. "Nikko Maru," (Australian Line) left Kobe for this port in Nagasaki on July 11 and is expected here on July 18.

For the unlawful possession on Connaught Road West yesterday, of 11,800 dutiable cigarettes, a Chinese was this morning ordered by Magistrate Lindell to pay a fine of \$350 or serve three months' hard labour. Another Chinese, who was arrested outside the Kuhnig wharf with 3,800 dutiable cigarettes in his possession, fined \$70, or, in default, five weeks' hard labour. In both cases the cigarettes were confiscated.

TO-DAY'S NEW ADVERTISEMENTS.

HONGKONG & SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an Interim Dividend of £3 per share, subject to deduction of Income Tax, has been declared for the HALF YEAR ending 30th June, 1921, at rate of 2/7 per dollar.

The dividend will be payable on and after MONDAY, the 8th August, 1921, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 25th July, to SATURDAY, the 6th August, 1921, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Court of Directors,
A. G. STEPHEN,
Chief Manager.
Hongkong, July 12, 1921.

WANTED.

TEMPORARY SHORTHAND CLERK, required immediately for the Summer vacation. Would suit student on holiday. Apply Registrar, UNIVERSITY OF HONGKONG.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

From EUROPE and STRAITS.

THE Company's Steamship "MISHIMA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns 3rd and 4th Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 30th July, 1921, will be subject to rent. Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

N. B.—A portion of the cargo per this steamer for Hongkong was transhipped at Singapore, into a.s. "YEBOSHI MARU" which is due here on or about the 16th inst.

NIPPON YUSEN KAISHA.
Agents.

Hongkong, July 12, 1921.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

FRIDAY, July 15, 1921, commencing at 11.30 a.m. At Godown A. of The Hongkong & Kowloon Wharf & Godown Co., Ltd., Yau-mai.

509 bundles Mild Steel Corrugated Structural Grade Bars 1/8" x 40"
74 bundles Mild Steel Corrugated Structural Grade Bars 5/8" x 40"

Terms:—Cash on delivery.

LAMMEET BROS., Auctioneers.

on

WEDNESDAY, July 20, 1921, commencing at 2.45 p.m.

at No. 40, Humphreys Building, Kowloon.

A Large Quantity of Valuable Household Furniture, (Full Particulars from Catalogue).

On view on day of sale.

Terms:—Cash on delivery.

LAMMEET BROS., Auctioneers.

Hongkong, July 13, 1921.

WHEN YOU EAT TOO MUCH.

DISTRESS in the stomach after eating is relieved by taking one of Chamberlain's Tablets. Try it the next time you eat more than you should. For sale by all Chemists and Storekeepers.

COOLEST HALL IN THE COLONY.

- WO PING THEATRE -

FRIDAY, JULY 15th.

COME AND SEE

CHEFALO

in an entirely new performance.

DRESS CIRCLE \$1.50; STALLS \$1.00

NOTICES

LANE, CRAWFORD & CO.

WE HAVE A LARGE SELECTION - OF

PYJAMA SUITS

SUITABLE FOR PRESENT WEAR.



AERTEX \$14.00

COTELLA \$ 8.50

FLANNEL \$ 8.00

SILK \$25.00

AND

A VERY SMART SELF COLOURED COTTON PYJAMA, WITH A DIFFERENT COLOURED COLLAR AND CUFF 10.50 IN ALL SIZES.



COLUMBIA GAFONOLA

THE SUPREME INSTRUMENT OF MUSIC.



ANDERSON'S

(THE COLUMBIA SHOP).

Sole Agents:—

Suzuki & Co.

SAKURA BEER

Alexandra Buildings.

Tel. 463 & 467.

A Cheap Lamp is an Expensive Light

A PHILIPS LAMP

IS A PERMANENT ECONOMY

SOLE AGENTS

Holland-China Trading Co
Hong Kong

BRITANNIA BEER.

Can't Be Beat.

SPECIALLY BREWED FOR

Export by the

WESTMINSTER BREWERY LIMITED

VANCOUVER, B.C.

OBTAINABLE AT

GANDE, PRICE & CO., LTD.

2, QUEEN'S ROAD, CENTRAL HONGKONG.

Tel. No. 133.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE

Sailings: To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE

To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).
From Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 p.m. only).

Further information may be obtained at the COMPANY'S OFFICE, Hotel Mansions, or from Messrs. Trow, Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON.

FOR NEW YORK VIA SUEZ.

S.S. "BOLTON CASTLE".....Sailing on or about 2nd August.

LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING
FOR LEVANT, BLACK SEA & DANUBE PORTS.

FLUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE, AND TRIESTE.

Via SINGAPORE, PENANG AND COLOMBO.

S.S. "CILICIA".....Sailing on or about 10th August.
Cargo only.

FOR SHANGHAI.

S.S. "CILICIA".....Sailing end of July.

Passengers Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service to
SOUTH AFRICAN PORTS

FROM COLOMBO

S.S. "UMKUM".....Sailing about July 30th.
Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD., Agents.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

AROUN MARU.....Tuesday, 18th July.

BUENOS AIRES—Ride Jacinto, Santos, Durban & Cape Town via Singapore.

Passenger Service.

TACOMA MARU.....Friday, 15th July.

SOMERSET & COLOMBO—Regular fortnightly service via SINGAPORE.

INDUS MARU.....Friday, 15th July.

SELI & BANGKOK VIA SAIGON & SINGAPORE—Regular Monthly service.

KISHU MARU.....Monday, 1st August.

Excellent accommodation for 1st and 3rd class passengers.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Shanghai and Japan—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND PORTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

ARIZONA MARU.....Thursday, 21st July.

*MANILA MARU.....Tuesday, 2nd August.

*Call Dairen.

NEW YORK Via PANAMA.

HAYASA MARU.....Monday, 17th July.

NEW ORLEANS Via SUEZ.

GRAN PORTS—Ride direct.

JAVA MARU.....Wednesday, 13th July.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class passengers and will arrive at and depart from the O.S.E. wharf near the Harbor Office.

AMAKUSA MARU.....Sunday, 17th July.

AKAO via SWATOW and AMOY.

SUSHU MARU.....Thursday, 14th July.

For sailing dates and further particulars please apply to:—

Y. YASUDA, Manager,
No. 1, Queen's Building.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON REITS & CO., CANTON.

CHINA-AUSTRALIA MAIL S.S. LINE.

AUSTRALIAN PORTS via MANILA & SANDAKAN.

"VICTORIA".....20th August.

For Freight and Passage, apply to:—

THE CHINA & AUSTRALIA S.S. CO., LTD.

Agents.

Telephone No. 1307 112, Cross Street Road Central.

SHIPPING

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR SWATOW AND SHANGHAI.

SWATOW AND SINGAPORE.....To-morrow at 8 a.m.

SHANGHAI AND SINGAPORE.....To-morrow at 10 a.m.

SWATOW, PAKHOI & HAIPHONG.....July 15, at 4 p.m.

SWATOW AND BANGKOK.....July 19, at 10 a.m.

SHANGHAI AND PUKOW.....July 19, at Noon.

SHANGHAI AND TSINGTAO.....July 21, at Noon.

SHANGHAI AND PUKOW.....July 22, at Noon.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Extensive Saloon accommodation, electric fans in Saloon and State rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are loaded in Shanghai, avoiding the inconvenience of transshipment at Woosung.

PANOKO LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to:—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 33.

ADMIRAL LINE

PACIFIC STEAMSHIP COMPANY

Operating the following U.S. Shipping Board Steamers

PASSENGER & FREIGHT SERVICE.

FOR VICTORIA, B.C. AND SEATTLE.

Calling Shanghai—Kobe—Yokohama.

LEAVE HONGKONG. ARRIVE SEATTLE.

S.S. "WHEATLAND MONTANA".....July 20th.

S.S. "SILVER STATE".....Aug. 13th.....Sept. 2nd.

S.S. "CROSSKEYS".....Aug. 13th.....Sept. 2nd.

S.S. "KEYSTONE STATE".....Sept. 2nd.....Sept. 22nd.

S.S. "WENATCHER".....Oct. 2nd.....Oct. 22nd.

FOR PORTLAND DIRECT.

Calling Shanghai—Kobe—Yokohama.

S.S. "COAXET".....July 22nd.

Calling Manila, Shanghai.

S.S. "MONTAGUE".....August 7th.

Through Bills of Lading issued to Overland common point Passenger and Freight Particulars.

THE ADMIRAL LINE,

Telephone 2477 & 2478. 5th Floor, Hotel Mansions.

SERVICE TO UNITED STATES

For NEW YORK and/or BOSTON.

Via Panama

"BELLFLOWER".....August 15th.

For freight space and particulars apply to:—

THE BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

Telephone 2477 & 2478. 5th Floor, Hotel Mansions.

THE ADMIRAL LINE.

AGENTS 5th Floor, Hotel Mansions.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

TO

SAIGON—SINGAPORE—BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

CADAPETTA.....sailing July 14th.

FREIGHT ONLY.

FOR SAIGON—SINGAPORE—JAVA PORTS.

LAKE ONAWA.....sailing Aug. 3rd.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor, Hotel Mansions 4 QUEEN'S BUILDING, 2nd Floor, 5th House St.

TELEPHONE 2477 & 2478.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT AND PASSENGER SERVICE.

BETWEEN

JAPAN, HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "MACASSAR MARU".....Sailing on or about 28th July.

FOR JAPAN.

Ports of call:—Mojji, Kobe, Osaka and Yokohama.

S.S. "SAMARANG MARU".....Sailing on or about 25th July.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraph.

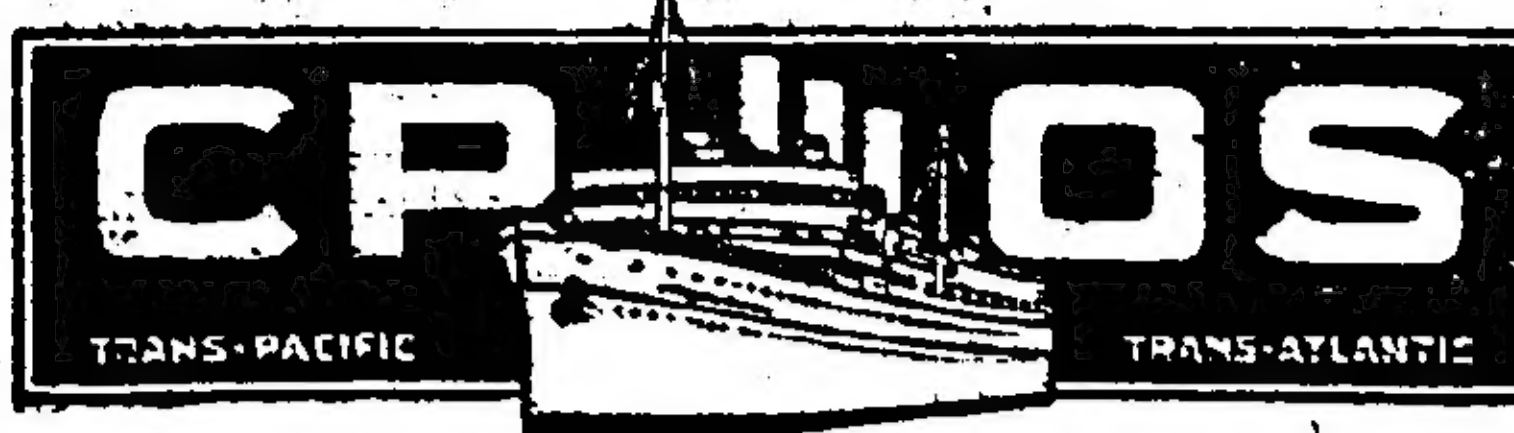
For further information please apply to:—

K. SUZUKI

Manager.

No. 5, Queen's Road Central.

SHIPPING



HOME VIA CANADA.

Hongkong to England.

VIA SHANGHAI, NAGASAKI, (NORON) No. YOKOHAMA, VANCOUVER & MONTREAL.

PACIFIC STEAMER FROM HONGKONG TO VANCOUVER

E. Japan July 13 Aug. 3 E. France Aug. 13 Aug. 19

E. Asia July 21 Aug. 8 E. France Aug. 14 Aug. 19

E. Russia Aug. 18 Sept. 5 E. Britain Sept. 10 Sept. 16

Monteagle Aug. 23 Sept. 18 Melita Sept. 23 Oct. 1

E. Asia Sept. 15 Oct. 3 E. France Oct. 15 Oct. 21

E. Japan Sept. 20 Oct. 11 E. Britain Oct. 15 Oct. 21

E. Russia Oct. 13 Oct. 31 Victorian Nov. 11 Nov. 20

Monteagle Oct. 26 Nov. 18 E. Britain Nov. 25 Dec. 4

Other Atlantic Sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.

Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Transcontinental Trains Daily.

Standard Sleeping Car, Compartment & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office. Telephone 1782. Cable Address GACANPAC.

CHINA MAIL S.S. CO., LTD.

INCORPORATED IN U.S.A.

FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "NILE" "CHINA"

CAN UNRIVALLED HIGH CLASS PASSENGER SERVICE.

HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "NILE" S.S. "CHINA" S.S. "NANKING"

July 17th Aug. 6th Sept. 6th

HONGKONG to MANILA

S.S. "NANKING".....Aug. 1st 30th

HONGKONG to SINGAPORE

S.S. "CHINA" S.S. "NILE"

July 23rd September 16th

FAST FREIGHT SERVICE

Through Bills of Lading issued to all ports in United States & Canada

also

Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. SURMIDGE, FREIGHT & PASSENGER AGENT,

Paterson's Buildings, 108 House Street.

Telephone, Passengers Dept. TEL. FREIGHT DEPT. & AGENT.

No. 1934. No. 2181.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers, Electric Light and Fans in Saloons and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING.

HAIPHONG Capt. W. Cooper.....FRIDAY, 18th July, at 1 p.m.

HAIPHONG Capt. W. O. Patterson.....TUESDAY, 19th July, at 1 p.m.

HAIPHONG Capt. H. Stewart.....FRIDAY, 22nd July, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Black Pier).

For FREIGHT and PASSAGE apply to:—

General Manager.

DOUGLAS LAFRAIK & Co.

NEW YORK VIA SUEZ.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGA BAY, DURBAN (SOUTH EAST AFRICA), PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to:—

THE BANK LINE, LTD.

MANAGING AGENTS

"ELLERMAN" LINE

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILING SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED

For

Subject to change without notice.

THE BANK LINE, LTD.

General Agents.

EARLIER TELEGRAMS.

[To the Editor of the "China Mail."]

INDIAN FRONTIER FIGHT.

SIMLA, July 12th.
A communiqué states that a line repairing party was fired on at Palosina on June 29th. A company of the Punjab, with Lewis guns and an armoured car, was sent in pursuit from Jandola, but was held up, and the British were forced to retire. The retirement was carried out in an orderly manner, whereupon the enemy now strongly reinforced charged, but was driven back by grenades. The troops eventually reached Jandola, but owing to the close nature of the heavy fighting our casualties were heavy, including Lieut. Colonel Sherlock, Captain Schneider and fifteen Indians of other ranks killed. One British officer and two Indians were wounded.

TRIAL OF WAR CRIMINALS.

LEIPZIG, July 12th.
The trial of Submarine Lieutenant Dittmar and Boldt has begun on charges of murder and of firing at life-boats containing survivors from the hospital ship *Zanderbrunn*. The case differs from the previous trials in that the proceedings have been taken at the instance of the German Prosecutor.
The British Government only demanded the trial of Submarine Commander Pasha, who has fled, it is believed, to Danzig.
The German Prosecutor, after examining British evidence, ordered the arrest of Dittmar and Boldt. Thirteen British and 52 German witnesses will be summoned, including Admiral von Trotha. The British Mission, headed by the Solicitor-General, Sir Ernest Pollock, is attending the proceedings.

TREATY OF VERSAILLES.

PARIS, July 12th.
Speaking in the Chamber of Deputies on foreign policy, M. Briand declared that there will be no question of dispensing with the sanctions, and the Treaty has been integrally fulfilled.

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST
INDIA, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED
SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

| S. S. | Tons | From Hongkong (about) | Destination |
|-----------|-------|-----------------------------|------------------------------|
| "SYRIA" | 7,000 | 27th July | MARSEILLES, LONDON & A'warp. |
| "KALIAN" | 9,000 | 6th Aug. | MARSEILLES, LONDON & A'warp. |
| "MANILA" | 7,500 | 19th Aug. | MARSEILLES, LONDON & A'warp. |
| "KASHMIR" | 9,000 | 30th Sept. | MARSEILLES, LONDON & A'warp. |
| "KHYBER" | 9,000 | 15th Sept. | MARSEILLES, LONDON & A'warp. |
| "SOMALI" | 7,000 | 30th Sept. | MARSEILLES, LONDON & A'warp. |
| "SOLDAN" | 6,700 | 14th Oct. | MARSEILLES, LONDON & A'warp. |

BRITISH INDIA-APCAR SAILINGS (South)

| S. S. | Tons | From Hongkong (about) | Destination |
|-----------|-------|-----------------------------|--|
| "TORILLA" | 5,200 | 10th July at 1 p.m. | Calcutta, via Singapore Penang and Rangoon. |

EASTERN & AUSTRALIAN SAILINGS (South)

| S. S. | Tons | From Hongkong (about) | Destination |
|--------------|-------|-----------------------------|--|
| "KANOWNA" | 7,000 | 25th July | Thursday Island, Townsville, Brisbane, Sydney and Mel- bourne. |
| "ST. ALBANS" | 4,500 | 22nd Aug. | |
| "EASTERN" | 4,000 | 19th Sept. | |

SAILINGS TO SHANGHAI & JAPAN

| S. S. | Tons | From Hongkong (about) | Destination |
|--------------|-------|-----------------------------|------------------------------|
| "EURYALUS" | 3,575 | 18th July | Swatow and Amoy. |
| "MANILA" | 7,500 | 21st July | Shanghai, Moji and Kobe. |
| "JAPAN" | 6,000 | 30th July | Shanghai, Moji and Kobe. |
| "KASHMIR" | 9,000 | 1st Aug. | Shanghai, Moji, Kobe & Yama. |
| "ST. ALBANS" | 5,000 | 2nd Aug. | Japan only. |

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

1st Saloon Passengers may travel by P.O. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of
their P. & O. Tickets Singapore to Colombo.

All cabins are fitted with Electric Fans free of charge.
Steamers and sailing dates are liable to be cancelled or altered without notice.
Passage Money not more than \$1 ft. x 2 ft. x 1 will be received at the
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.

Any damaged packages must be left in the Godowns for examination by the
Consent and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the steamer's arrival, here, after which date they cannot be recognized. No
claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fare, Freight, and bills, etc., apply to—
MACKINNON, MACKENZIE & CO.
Agents

22, Des Voeux Road Central, HONGKONG.

H. H. ING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,

via Steel Ship Plates, Angles and Bars.

Also Shipchandlery Articles.

Telephone No. 1115.

25, Wing Woo Street, Central.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILING FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA OR VANCOUVER via Manila,
Keelung, Shanghai & Japan ports.

Cargo to Overland Points U. S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.

SUWA MARU Friday, 29th July, at 11 a.m.
FUSHIMI MARU (only, Manila) Tuesday, 2nd Aug. at 11 a.m.
KATORI MARU Friday, 9th Sept. at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang
Colombo, Suez, Port Said & Marseilles.

YOKOHAMA MARU Wednesday, 2nd August.
ELEIST Middle of August.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.
LIVERPOOL & MARSEILLES via Suez.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

NIKKO MARU Tuesday, 19th July, at 11 a.m.
AKI MARU Tuesday, 16th Aug. at 11 a.m.

NEW YORK & HAVANA via PANAMA.
LYONS MARU Sunday, 14th August.

KARAKAWA MARU Friday, 16th September.
BOMBAY & COLOMBO via Singapore.

WAKASA MARU Monday, 25th July.
CALCUTTA & RANGOON via Singapore & Penang.

MURORAN MARU Wednesday, 13th July.
RANGOON MARU Saturday, 23rd July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
AKI MARU Saturday, 16th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
YOKOHAMA MARU (Kobe direct) Thursday, 14th July.

YEBOSHI MARU Sunday, 17th July.
SADO MARU Friday, 22nd July, at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA

E. KAMEI, Manager.

Telephone No. 226.

NOTICE TO SHIPPERS AND PASSENGERS.

VESSELS DUE.

| FROM SHANGHAI. |
|---------------------------|
| Aug. 5.—B. F. Helorus. |
| 27.—B. F. Agamemnon. |
| 28.—B. F. Knight Templar. |
| 29.—B. F. Arcus. |
| Sept. 6.—B. F. Arcadius. |
| 7.—B. F. City of Canton. |
| 17.—B. F. Enrypylia. |
| 19.—B. F. Ningchow. |

FROM JAPAN.

| |
|-------------------------------|
| July 14.—J. O. J. L. Tjiblak. |
| 15.—B. F. Yangtze. |
| 16.—B. F. Mentor. |
| 21.—B. F. Kanowna. |
| 24.—B. F. Syria. |
| 24.—B. F. Gregory Apar. |
| Aug. 5.—B. F. O. Kalya. |
| 15.—B. F. O. Telesias. |
| 15.—B. F. O. Manela. |
| 16.—B. F. O. Cyclops. |
| 20.—B. F. O. St. Almas. |
| Sept. 1.—B. F. O. Kalamir. |
| 5.—B. F. O. Kalamir. |
| 12.—B. F. O. Kalamir. |
| 15.—B. F. O. Kalamir. |
| 20.—B. F. O. Kalamir. |
| Oct. 10.—B. F. O. Kalamir. |
| 12.—B. F. O. Kalamir. |
| 27.—B. F. O. Kalamir. |
| Nov. 10.—B. F. O. Kalamir. |

FROM MANILA.

| |
|-----------------------------|
| July 25.—B. F. O. Protetia. |
| Aug. 19.—B. F. O. Protetia. |
| Sept. 8.—B. F. O. Protetia. |
| 22.—B. F. O. Protetia. |
| Oct. 29.—B. F. O. Protetia. |
| Nov. 25.—B. F. O. Protetia. |

FROM SINGAPORE.

| |
|----------------------------------|
| July 14.—N. Y. K. Yokohama Maru. |
|----------------------------------|

FROM JAVA.

| |
|-------------------------------|
| July 16.—J. O. J. L. Tjiblak. |
| 25.—J. O. J. L. Tjiblak. |
| 28.—J. O. J. L. Tjiblak. |

FROM CALCUTTA.

| |
|----------------------------------|
| July 16.—N. Y. K. Yokohama Maru. |
| 28.—N. Y. K. Nagato Maru. |

FROM BOMBAY.

| |
|--------------------------------|
| July 23.—N. Y. K. Tajima Maru. |
|--------------------------------|

FROM SYDNEY AND MELBOURNE.

| |
|-----------------------------|
| Aug. 1.—E. & A. St. Albans. |
|-----------------------------|

FROM VANCOUVER.

| |
|---------------------------------------|
| July 14.—O. P. O. S. Empress of Asia. |
| 16.—B. F. O. Protetia. |
| Aug. 5.—B. F. O. Protetia. |
| 25.—B. F. O. Protetia. |
| Sept. 13.—B. F. O. Protetia. |
| Oct. 13.—B. F. O. Protetia. |
| Nov. 3.—B. F. O. Protetia. |
| 24.—B. F. O. Protetia. |

SHIPPING.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company.)

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|------------------|-----------|---------------------|-------------|
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| R. J. A. | September | Amsterdam & Hamburg | 4th Sept. |
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Estimates furnished on application.

Hongkong, April 1, 1921.

FROM NEW YORK.

| |
|-------------------------------|
| July 30.—D. L. Bolton Castle. |
|-------------------------------|

FROM LONDON.

| |
|----------------------------------|
| July 14.—N. Y. K. Yokohama Maru. |
| 30.—B. F. O. Manela. |
| 31.—N. Y. K. Sad. Maru. |
| 21.—G. F. O. Ghamany. |
| Aug. 1.—E. & O. Kalamir. |
| 8.—N. Y. K. Kitanu Maru. |
| 15.—B. F. O. Kalamir. |
| 31.—B. F. O. Sonali. |
| Sept. 12.—B. F. O. Sardinia. |
| 27.—B. F. O. Pyrrhus. |
| Oct. 10.—B. F. O. Pyrrhus. |

FROM LIVERPOOL.

| |
|----------------------------|
| July 21.—B. F. O. Cyclops. |
| 29.—B. F. O. Atreus. |
| 30.—B. F. O. Reemun. |
| Aug. 7.—B. F. O. Ascanius. |
| 7.—B. F. O. Ningchow. |
| 10.—B. F. O. Ningchow. |
| 14.—B. F. O. Glancu. |
| 21.—B. F. O. Elencor. |
| 29.—B. F. O. Eumaeus. |
| Sept. 5.—B. F. O. Pyrrhus. |

The C.P.O.S. R.M.S. "Montesquieu"

from Hongkong on June 14, arrived at

Yokohama on July 1.

The C.P.O.S. R.M.S. "Empress of Asia"

arrived at Manila on July 13 (a.m.)

was expected to leave there July 18 (p.m.)

and is due at Hongkong on July 14 (a.m.)

The s.s. "Protetia" (Blue Funnel

Line) left Shimoda on July 10 for

Hongkong and is due here on July 14.

The C.P.O.S. R.M.S. "Empress of Asia"

arrived at Kobe on June 26 (p.m.)

left there June 29 (noon) and was

due at Shimoda on June 30 (a.m.)

The s.s. "Nile" will sail for San

Francisco via Shanghai, Nagasaki, Yokohama

and Honolulu on Sunday, July 17

at noon.

The N. Y. K. s.s. "Sado Maru" (Euro

pean Line) left London for this port via

Suez on June 11 and is expected here on

July 21.

The N. Y. K. s.s. "Tajima Maru" (Euro

pean Line) left Bombay for this port via

Singapore on July 6 and is expected

here on July 23.

The s.s. "Koemur" (Blue Funnel

Line) left Suez on July 2 for Hongkong

and is due here on July 23.

The s.s. "Umkur" (Blue Funnel

Line) left Colombo for South African ports

about July 20.

The N. Y. K. s.s. "Yokohama Maru" (Euro

pean Line) left Singapore for this port

on July 8 and is expected here on

July 14.

The N. Y. K. s.s. "Yeboshi Maru" (Euro

pean Line) left Singapore for this port

on July 8 and is expected here on

July 15.

The N. Y. K. s.s. "Nagato Maru"

(Calcutta Line) left Calcutta for this port

via Rangoon and Singapore on July 26.

The N. Y. K. s.s. "Kitanu Maru" (Euro

pean Line) left London for this port

via Suez on June 23 and is expected

here on August 3.

The s.s. "Bolton Castle" (Euro

pean Line) left London for this port

via Suez on June 23 and is expected

here on August 3.

CONSIGNEES' NOTICE.

Goods from the N. Y. K. "Mishima

Maru" not cleared by tomorrow will be

subject to sale.

Cargo from the A. & O. s.s. "Hakirio"

not cleared by tomorrow will be subject to

sale. Agents: Bank Line, Ltd.

By next January, the Nippon

Yusen Kaisha will have new ships

totalling 150,000 tons constructed in

accordance with its 500,000-ton ship-

building programme. At the present

time, when an excess of bottoms is

keenly felt and even large-sized ships

are from time to time quoted at only

¥50 to ¥60 per ton, it is more pro-

fitable to buy the ships already built

than to construct. But most of the

Japanese ships now in service are

poorly constructed and use much

coal in getting up a feeble speed.

Regarding the construction of the re-

maining 350,000 tons, the company,

it is said, intends to place new orders.

Referring to fuel, this is now an

important problem in marine circles.

In view of the fact that many oil-

burners are being built in Europe and

America, it is plain that petroleum

is superior to coal in all respects, so

that the company is now conducting

investigations, with the idea of em-

ploying oil-burning ships on such

lines as the European and North

American, where oil can be easily

obtained. The company is further

said to be planning the construction

of three or four oil-supply ships.

A MISTAKE MANY PEOPLE

MAKE

When troubled with Constipation it is

following the old-fashioned practice of

taking powerful purgatives which upset

the stomach and leave the condition

worse than before.

The up-to-date treatment is to use

Pinkettes, which, whilst promptly

efficient, act as gently as nature, leaving

no after effects. Pinkettes dispel

constipation, cure biliousness, sick

headache, torpid liver, skin blemishes,

constipated tongue, foul-smelling breath.

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HEAD OFFICE & SHOW ROOM IN PEDDER STREET.

SHIPPING.

CULTURE IN THE FO'CASTLE.

LIBRARIES FOR LONG VOYAGE SHIPS.

Jack is going to read books, write essays, and be tutored by correspondence, or at any rate that is the ideal of a movement which has at the back of it educationists, shipowners, and seafarers.

The movement was initiated by the World Association for Adult Education, but the money necessary to begin operations was given by the National Sailors' and Firemen's Union and the National Union of Ship Cooks, Stewards, Butchers and Bakers. This was followed later by a grant from the Chamber of Shipping of the United Kingdom of £500 towards the provision of a library service.

Libraries are being placed upon long voyage ships, and each library is constructed with a view to the particular needs of the readers. The greater part of the library consists of atlases, dictionaries and encyclopaedias. The remaining portion is so arranged that the books can be exchanged from voyage to voyage, according to the wishes of the men on any particular ship.

On such ships as have already adopted the scheme the greatest interest has been manifested. Books on economics and industrial history are seldom asked for, Shakespeare has a few followers, standard fiction a great many. For works of reference and atlases there is a steady demand.

At first sight one can scarcely imagine sailors sitting down in the cabin to follow courses of study and write essays which have been prescribed in detail; but the propounders of the scheme are hopeful.

Any member of a ship's company may be supplied, for his own special use, with books which are not in the ship's library, free of any charge except that of postage.

RUMOURS "EMPERESS OF JAPAN" MAY BE SOLD.

Rumours are current, says the Daily Colonist of Victoria, British Columbia, that the C.P.O.S. is selling the "Empress of Japan," last of the line's original fleet on the Pacific Ocean, in connection with the acquisition of the former German liner the "Prinz Frederick Wilhelm," which will be known as the "Empress of China."

In her day the "Japan" and her sister vessels were the smartest ships on the Pacific, continues the paper, and their original appearance on the trans-Pacific route created a greater sensation than did the advent of the large Empresses of more recent years. It is said that last year the company considered putting the "Empress of Japan" on the Calcutta-Hongkong service as a feeder for the trans-Pacific liners.

The Montreal headquarters of the C.P.O.S. are now arranging for the manning of the new "Empress of China." The first ship of that name was wrecked at Shirahama, 35 miles from Yokohama, 12 years ago.

The "Empress of China" the new C.P.O.S. liner for the Pacific route, is due on the Pacific Coast some time in August, according to word received by Canadian Pacific Ocean Services officials. The vessel, formerly the "Prinz Frederick Wilhelm," a German ship, is now outfitting at Liverpool, and when she arrives here will take up the traffic work between British Columbia and Oriental ports.

TRUTH ABOUT U.S. SHIPS.

"HUNDREDS NO USE WHATSOEVER."

A recent issue of the New York Journal of Commerce contains the following:—Following a remark made at a session of the National Foreign Trade Council that "our ships are equal to the ships built in the shipyards of any nation," Senator Walter E. Edge, of New Jersey, speaking at the council's annual banquet, urged newspapers to tell the truth—"that literally hundreds of the ships added to the United States Merchant Marine are of no use whatever, that they can't be used even for coal barges, and that each is stocked with approximately 75,000 lbs. worth of machinery now of value only as cheap junk."

AID FOR BURNING VESSEL FITLY REWARDED.

For the heroic work of the commander and crew of the American Shipping Board freighter "West Jester" in extinguishing a fire which threatened to completely destroy the T.K.K. South American steamer "Kiyo Maru" a year ago, a cheque for £200,000 was to be handed to Captain M. S. Harloe, representative in Japan of the Shipping Board, Mr. C. E. Harvey, Vice-President of Frank Waterhouse & Co., operators of the "West Jester," last Monday and will be received for by Mr. Harvey and Captain M. S. Harloe, representative in Japan of the American Shipping Board.

At 4 o'clock in the afternoon of June 16 last year the "Kiyo Maru," 9,000 tons displacement, left Yokohama Harbour for Kobe after having discharged her South American cargo for the northern Japan port. Fire broke out from waste in the engine room shortly after the vessel left the harbour and off Homoku the steamer was out of control owing to the crew having been forced from the engine room. The O.S.K. steamer "Africa Maru" answered the distress signals and began rescuing the passengers, who were helpless on the blazing ship owing to the life boats having been burned.

The "West Jester," on her way to Yokohama and Seattle, had just been pulled off the sand at Yokosuka when she received a wireless message from Mr. Herbert Hall, manager of the American Trading Company in Yokohama, to stand by and give all possible aid to the burning ship. Shortly after 5 o'clock in the afternoon the American steamer, which was commanded by Captain Patrick J. Woods, approached the "Kiyo Maru" and in the rough sea went alongside on the windward side. Using their fire hose, the crew of the "West Jester" fought the fire until 10.30 o'clock, when the wind switched and blew the flames across the deck of the rescuing vessel, burning the lifeboats and blistering the side of the ship. Captain Woods pulled his ship out of danger and clamped her on the other side of the burning ship. The flames were fought all through the night and were finally extinguished about 8.30 o'clock the next morning.

A claim for salvage was presented to the Tokyo Kisen Kaisha, but Captain Harloe of the Shipping Board did not allow the case to be taken into court. After the matter has been pending for about a year the sum of £200,000 has been decided on as recompense for the work of the commander and crew of the American freighter and that is the amount of the check handed to representatives of the Shipping Board and Frank Waterhouse and Co. by Mr. Komatsu, Private Secretary to Mr. Asano, President of the Tokyo Kisen Kaisha.

THE FATE OF HOG ISLAND.

Nothing definite seems to have been decided on the fate of the site of the Hog Island fabricated shipyard on the Delaware River, but the Shipping Board has very wisely decided that there is no future for it as a shipyard, whatever else it may be useful for. Therefore the definite order has gone forth that it is to be scrapped, and work has started on the forty of the fifty up-to-date building slips about which so much was said when they were built. The Philadelphia hulkies seem to have plenty to do to demolish them, for they were constructed as though their designers had every intention of their lasting for a century or two. The plan to convert the site into an ocean terminal which shall be a dangerous rival to New York has not been definitely abandoned, but its advocates do not seem to be very popular at the moment. As for the ten slips which are being left, nobody knows whether they are merely a respite or whether they are going to be kept standing in order to be ready for revival should the emergency again arise.

AN AMERICAN YACHT.

It is interesting to note that the United States yacht "Yacona," 169 tons, which has arrived at Singapore from Colombo was previously the Portuguese royal yacht. She was sold to Mr. Clay Arthur Pierce, a wealthy New York gentleman who subsequently sold it to the American Government for \$1, gold. This was the compensation received by other Americans who had given over their yachts to the American Government on the entry of America into the war. Some of them were returned to their owners on the cessation of hostilities, but the "Yacona" was retained and converted into a despatch vessel. The "Yacona" is 25 years in service. She was to sail for Manila the American naval station on Friday last. On arrival she will be handed over to the United States Philippine Army to be used as a despatch vessel. Lieut. Commander R. E. Sampson is in

command. The yacht carries a crew of 85 men.

GENERAL NOTES.

In future, England's coasts will be illuminated automatically. Changing times! The lighthouse keeper seemed secure as the last of our romantic institutions. But scientific advance has made him unnecessary and economy has doomed him dispensable.

May shipbuilding returns from Clyde yards show a considerable drop from the same month last year, and is accounted for by workers going on short time. Eleven vessels of 22,525 tons were launched, as compared with 51,501 in May last year. There is also a falling off of 300 tons from April.

A large new buoy has been established at the entrance of the Demodocus Channel, Shanghai. It is painted red and black and has been anchored in a position corresponding to the south-eastern extremity of the middle ground, between Cooper Bank crossing and the entrance of the Demodocus Channel.

The Japanese vernacular papers frequently report the activities of the Yamashita Kisen Kaisha, especially in overseas trade. It is now reported that the company has decided to open an American-Australian line between San Francisco and Australia or New Zealand from next month. The company is further reported to be preparing for the opening of a line between Seattle and Sao Paulo, Brazil—whether via Panama is not stated.

As a result of a meeting of the Wireless Committee of the Chamber of Shipping, and conferences with the authorities concerned, a new agreement concerning wireless installations on ships has just been drawn up with the Marconi Company. The new agreement puts an end to various disabilities the shipowner had to face concerning operators, cost of running, and length of agreement. It is the object of the owners to open healthy competition between the wireless companies.

The slump in shipping is evidently felt in Eastern waters, as a letter just received at Home by the Imperial Merchant Service Guild from the Straits Merchant Service Guild at Singapore shows. Shipping there appears to be practically stagnant, and this state of affairs has obtained for some considerable time. The majority of seafarers will not, however, be as badly placed by this as are their confederates in this country, as the Eastern officers will mostly be serving on continuous agreements running over a period of years, and will not be affected to any great extent by the actual laying up of their ships.

A new distinction has befallen the famous battle-cruiser New Zealand, which is to become flagship of the Reserve Fleet at Rosyth. This vessel, presented to the Royal Navy after the great "scare" of 1909 by the New Zealand Government, is the only capital ship with 12-in guns which is being retained, all the rest having been scrapped. She not only had a distinguished part in the war, when she was present at all three of the great North Sea actions, but is the only capital ship in the fleet which has been twice round the world. The first occasion was in 1913, the year following her completion, when Sir Lionel Halsey was her captain; and the second in 1919 when she was Lord Jellicoe's flagship during his Empire tour.

When Margaret Penfold, a married woman, was summoned at Chatham for pretending to tell fortunes, a police officer stated that she had offered to charm two women till the end of August for 5s. each. They said they could only afford 2s. 6d., so Penfold burned a curious powder, saying that they would be charmed till the end of July. The charm will come into operation to-night as the clock strikes twelve, the police officer said she told the two women. Penfold was fined 40s., the magistrates remarking that they could not understand how people could be such fools as to pay money to listen to such jargon.

DULLEST LONDON.

TOO MUCH CONTROL.

VISITORS DRIVEN ABROAD.

The secret of the dullness of England of which all visitors are complaining lies in the continued existence of war-time restrictions.

American and foreign visitors to London are making their stay as short as possible in order to exchange the deadly dullness of England under the Liquor Control Board for the lighter pleasures of Brussels and Paris.

Hotel proprietors are not permitted to supply residents with any liquor except between 12 and 2.30 p.m., and between 6 and 10 p.m. If a resident wants a glass of wine, whisky, or beer at any other time he must order it beforehand and pay for it as he gets it.

Ralph Nevill, who has written and edited several books of reminiscences, including those of his mother, Lady Dorothy Nevill, and then whom no man knows London better writes:

Anyone who has not visited London since the early part of 1914 must find it difficult to realise that we really did win the war.

Londoners, instead, are being treated as if they were under the heel of some austere conqueror, the night life of their city being now about as exciting as that of Cicely, while ending at the same hour—ten.

When the venetian liquor restrictions under which we suffer came into force, definite and solemn assurances were given that with the dawn of peace full social liberty would be restored. The keeping of pledges, however, means little to politicians well accustomed to the tortuous paths of equivocation.

FUSSYFOOT SUPPERS.

With regard to the apparent apathy of theatrical managers, whose business is being seriously affected by the suppression of anything but "Fussyfoot" suppers, a prominent figure in dramatic circles, in a letter to the present writer, says:

"I have been wondering why you think that theatrical managers have not realised how disastrous the Government's mania for over-regulations is to their interests. I don't know a single theatrical manager who does not realise it as fully as possible. Perhaps you think we have not made any effort to get these 'over-regulations' removed, but have, I assure you, tried very hard indeed."

"You are only squealing because you think your pockets are being injured." Is the reply of the Government to all protests from theatrical managers, hotel-keepers, and restaurant proprietors.

M.P.'S' CRITICISM.

The cynicism of members of Parliament has become amazing. The subject of the present harassing restrictions under discussion, a wealthy M.P. with a fine house remarked that he did not see there was anything to grumble at! "I always go home early," said he, "the inference being that as long as the speaker was comfortable amid his luxurious surroundings it didn't matter what other people were made to put up with."

As Mr. Manning Foster, in a Daily Mail article, recently pointed out, London since the peace has grown steadily duller. Meanwhile Paris, where social freedom has been fully restored, throbs with life, wealth, and gaiety. In that happy city all irksome restrictions have been allowed to lapse, with the result that visitors arrive in ever-increasing numbers.

It should not be forgotten that the mischievous regulations which have indirectly diverted so much money from flowing into London were never passed by any vote of the House of Commons. They are merely the result of edicts issued by the Liquor Control Board, the functioning of which, we were assured, were to end with the war.

Under present conditions the continued existence of this "over-righteous witenagemote" is highly prejudicial to the interests of London. The sooner it is relieved of its functions the better for the prosperity of our great city which, to the detriment of its prosperity is none too slowly acquiring the unenviable notoriety of being the dulllest capital in Europe.

DAIRY FARM NEWS.

Just received ex S.S. "Glenluce"

direct from the Scottish Fisheries:—

| | |
|------------------|------------------|
| FILLETS ... | 80 cents per lb. |
| HADDOCKS ... | 70 " " " |
| KIPPERS ... | 60 " " " |
| RED HERRINGS ... | 50 " " " |

CHEESE

| | |
|------------------------|----------------|
| GRUYER ... | \$1.30 per lb. |
| GOUDA (Full Cream) ... | 1.25 " " " |
| EDAM ... | 3.50 " Ball |

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

NUNNERY WIFE.

NULLITY SUIT STORY.

DESERT ISLAND "INNOCENCE."

The story that a girl who had been to school at a nunnery did not know she was going through a ceremony of marriage, and felt light-headed after eating chocolates, was told in the Divorce Court, when the Lord Chancellor (Lord Brienhead) heard the petition of Mrs. Rose Korel, otherwise Cohen, for a decree of nullity of her marriage in Cape Town with Henry Korel, on the ground of fraud and duress.

Mr. H. Woolf, for Mrs. Korel, said on the day on which she was to sail for England Mr. Korel induced her to sign a document which she understood was of engagement only, and she would say that he gave her chocolates, after which she felt light-headed and then dazed. Mr. Korel told her he would throw himself under a train if she did not become engaged to him.

The Lord Chancellor: I think a petitioner who goes through a ceremony of marriage before a magistrate because a husband threatens that if she does not he will do away with himself is not entitled to remedy in this or any other court. The remedy is to allow such a husband to do away with himself. (Laughter.)

Mr. Woolf said Mrs. Korel had lived in remote and small places in German South-West Africa and did not really know at the time what was happening. She was only 22 though her age was recorded as 22. She did not read what she signed. She was brought up in a convent or nunnery and schooled in Germany.

NUNNERY TEACHING.

In the witness-box Mrs. Korel said she left her home in German South-West Africa at the age of 13 for a boarding school in Germany, and after being in a convent returned to her parents at a place in South-West Africa where there were only 500 whites and the population was largely black. She had little knowledge of the world.

The Lord Chancellor: Did you read books?—No, not much. Did you ever read the Bible?—Now and again.

Were you taught the Bible at the convent?—It was a nunnery. Were you taught the Bible there?—No, but we had religious instruction.

During the war, she said, their town was bombed, they were under fire four times, and her mother had a nervous breakdown and she had to nurse her when her brother was killed in the fighting. Her mother became paralysed.

The Lord Chancellor told counsel that no story of exhaustion by nursing would produce in his mind any impression that would support a decree of nullity.

Mrs. Korel went on to explain that just before the ship sailed Mr. Korel asked to be engaged to her. She replied that she did not know him at all. He had asked to be "introduced" when he saw her in the street some weeks before. He assured her that she would only have to sign a note which would not bind her under the Jewish religion, and if she did not he

should throw himself beneath a train and his mother would die of grief and she would have two deaths on her conscience. He said he was French. She eventually found he was a Russian. On his visiting card he said he was an artist, but he told her he sold furniture on the monthly instalment plan. He assured her that if she found she did not love him when he came to her in London she could tear up the note. She thought that what she signed was merely an engagement form.

WHAT IS A SPINSTER? The Lord Chancellor told counsel that the ceremony was referred to as marriage in the pleading. Now Mrs. Korel said it was something else, and that she did not understand the questions put to her during the ceremony.

Questioned by the Lord Chancellor, Mrs. Korel said her conversations with her husband were always in English but he spoke very bad English and she did not speak it as well then as she did now. She asked them at the office where she signed what a spinster was. She did not know and they did not explain. When she said she was not even engaged her husband nudged her with his elbow to be quiet. She was not in the office five minutes. At the ceremony Mr. Korel took a ring off his own finger with three stones in it and put it on her engagement finger. When he came to her in England she told him she should be out if he called next day and would not let him kiss her.

The Lord Chancellor asked her whether when she signed she knew the difference between the words marriage and engagement and understood what the word husband meant. She replied that she did but she did not listen to the questions put by the magistrate.

The Lord Chancellor: Why?—Mrs. Korel: I was excited. I had to catch the boat at 12. She said that she was too excited to remember the use of the word marriage. She was dazed after the chocolates—first light-headed and then she slept all next day on board ship.

When the Lord Chancellor said he was not going to accept Mrs. Korel's story she exclaimed, "Oh, sir," and was told to leave the box.

NUNNERY CONVERSATIONS.

The Lord Chancellor said in this extraordinary case he could not believe Mrs. Korel did not understand the ceremony or was affected by threats. She was quite capable of understanding this case. As to her general knowledge he assumed there were other girls in the nunnery, and that there was the kind of conversations which all the world knew went on among all girls of all nationalities. There might be a degree of innocence in it. Sometimes there was not. He saw no evidence of extraordinary aloofness from things of the world in Mrs. Korel's demeanour. If she had been brought up on a desert island and suddenly projected into the sophisticated environment of civilisation there might be something to be said for her case, but she was not. Probably all the adult persons of 21 would see that there were babies even in a very small place, and understand that processes were at work. The certificate of marriage in her possession recorded in plain and unambiguous language that this was necessary of marriage. Mrs. Korel's story was incredible and the petition must be dismissed.

BRINGING UP FATHER.

